



"Matt Finley (354)"  
<MattFin@Lube-Tech.com>

10/05/2009 07:58 AM

To

Subject: Containment Request Follow Up

**RECEIVED**

OCT 7 2009

Oil Planning & Response Section  
Emergency Response Branch #1

Mr. Yang, please review the attached letter and engineered drawings that should close the loop on our phone conversation of 9/24/09.

Matt Finley  
General Manager  
Lubrication Technologies, Inc.  
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St. Paul, MN 55114  
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Cell: 612-387-6551  
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Mr Yang EPA October 2009.doc EPA Drawings 9-30-09 858.pdf



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GOLDEN VALLEY, MN 55427

CORPORATE: 763-545-0707  
CUSTOMER SERVICE: 651-636-7990

October 5, 2009

Mr. Shitien Yang, Ph.D.  
SPCC Inspector  
U.S. Environmental Protection Agency  
77 West Jackson Blvd. (SE-5J)  
Chicago, IL 60604-3590

Re: Containment Plans for Railway Transfer Area

Mr. Yang,

Attached are the engineered schematics for our proposed concrete containment barriers located at each end of our railway unload area. I offer these as a follow up to our 9/24/09 phone conversation, when I explained our plan and design scope to you. We believe these twin concrete barriers will exceed your containment request related to any potential rail-side spill.

Please review the design and scope at your earliest convenience and notify me directly regarding any issue you have with this proposal. We have a firm bid for the entire project and would like to prepare forms and set rebar the week of 10/12/09. We plan to pour concrete no later than the end of October.

I have attached the final "stamped drawings" for your review and approval. The largest rail car that we would unload at this facility is approximately 28,000 gallons. Our outside engineering firm has calculated the containment area after the barriers are set at approximately 40,000 gallons.

Lastly, the engineer's soil boring tests showed a sand top-coat of approximately one foot with a clay/sand underlayment. Marty Bonnell, PE, Senior Civil Engineer, evaluated the containment area for Lube-Tech and characterized it as "impervious enough to hold product for 72 hours should a spill occur".

Thank you in advance for your prompt attention to my request and I look forward to hearing from you.

Best Regards,

Matt Finley  
General Manager  
Lubrication Technologies, Inc.  
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## SCOPE

DESIGN AND DETAILING OF A CAST-IN-PLACE CONCRETE WALL SECTION FOR OIL CONTAINMENT. ALL CONSTRUCTION IS TO BE DONE IN ACCORDANCE WITH THESE DRAWINGS, STANDARD INDUSTRY PRACTICE, AND ALL APPLICABLE CODE REQUIREMENTS.

## NOTES

1. THESE DOCUMENTS APPLY TO STRUCTURAL ONLY. WALL LAYOUT, CONTAINMENT CAPACITY, ENVIRONMENTAL CODE REQUIREMENTS & REQUIREMENTS, AND ALL SITE CONDITIONS ARE BY OTHERS.
2. CARE IS TO BE TAKEN DURING BACKFILLING TO MAINTAIN A PLUMB WALL ALIGNMENT. BRACE AS REQUIRED.
3. CONTRACTOR IS TO VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO WORK. CONTACT ENGINEER IF ANY DISCREPANCIES ARISE.
4. ADEQUATE WALL CONTROL JOINT LAYOUT IS THE RESPONSIBILITY OF THE CONTRACTOR. CONSTRUCTION JOINTS ARE NOT REQUIRED. PURPOSE OF CONTROL JOINTS ARE TO LIMIT THE POTENTIAL OF NON-STRUCTURAL SHRINKAGE CRACKING. ULTEIG RECOMMENDS A WATER STOP AT ALL CONTROL JOINT LOCATIONS. FOR SHRINKAGE CRACKING THAT DOES OCCUR, SEAL IN ACCORDANCE WITH STANDARD OIL CONTAINMENT PRACTICES.
5. CONCRETE PLACEMENT IS TO BE IN ACCORDANCE WITH ALL APPLICABLE ACI SPECIFICATIONS.
6. ALL BAR SPLICES ARE TO BE A MINIMUM OF 48 BAR DIAMETERS.
7. ALTHOUGH DEPTH OF FOOTING SHOWN MEETS MINIMUM CODE REQUIREMENTS, ISOLATED FOOTINGS AWAY FROM HEATED STRUCTURES CAN REQUIRE ADDITIONAL DEPTH TO PROTECT FROM FROST MOVEMENT BASED ON SITE CONDITIONS. ULTEIG IS NOT RESPONSIBLE FOR ANY FROST RELATED MOVEMENT OR DISTRESS. LOWER FOOTINGS AS REQUIRED.
8. SPECIAL INSPECTIONS ARE NOT REQUIRED BY ULTEIG. TESTING AND INSPECTIONS SHALL BE AS REQUIRED BY THE OWNER OR LOCAL GOVERNING AUTHORITY.
9. AT INTERSECTION WITH EXISTING BUILDING, ULTEIG RECOMMENDS ISOLATING OIL CONTAINMENT WALL. PROVIDE ADEQUATE ISOLATION / EXPANSION MATERIAL TO PREVENT BOND AND MAINTAIN CONTAINMENT.

## MATERIALS

CONCRETE: 3500 PSI @ 28 DAYS w/ 6%  $\pm$  1% AIR (DESIGNED BY THE READY-MIX SUPPLIER)  
(MPCA RECOMMENDS THE USE OF CLASS 2 OR CLASS 5 SULFATE RESISTANT CONCRETE)

AGGREGATE: FOOTING - 1 1/2" MAX  
WALLS - 3/4" MAX

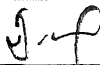
REINFORCING: ASTM A615 GRADE 60


ALLOWABLE SOIL BEARING PRESSURE: 2,000 PSF (ASSUMED)

## CODES

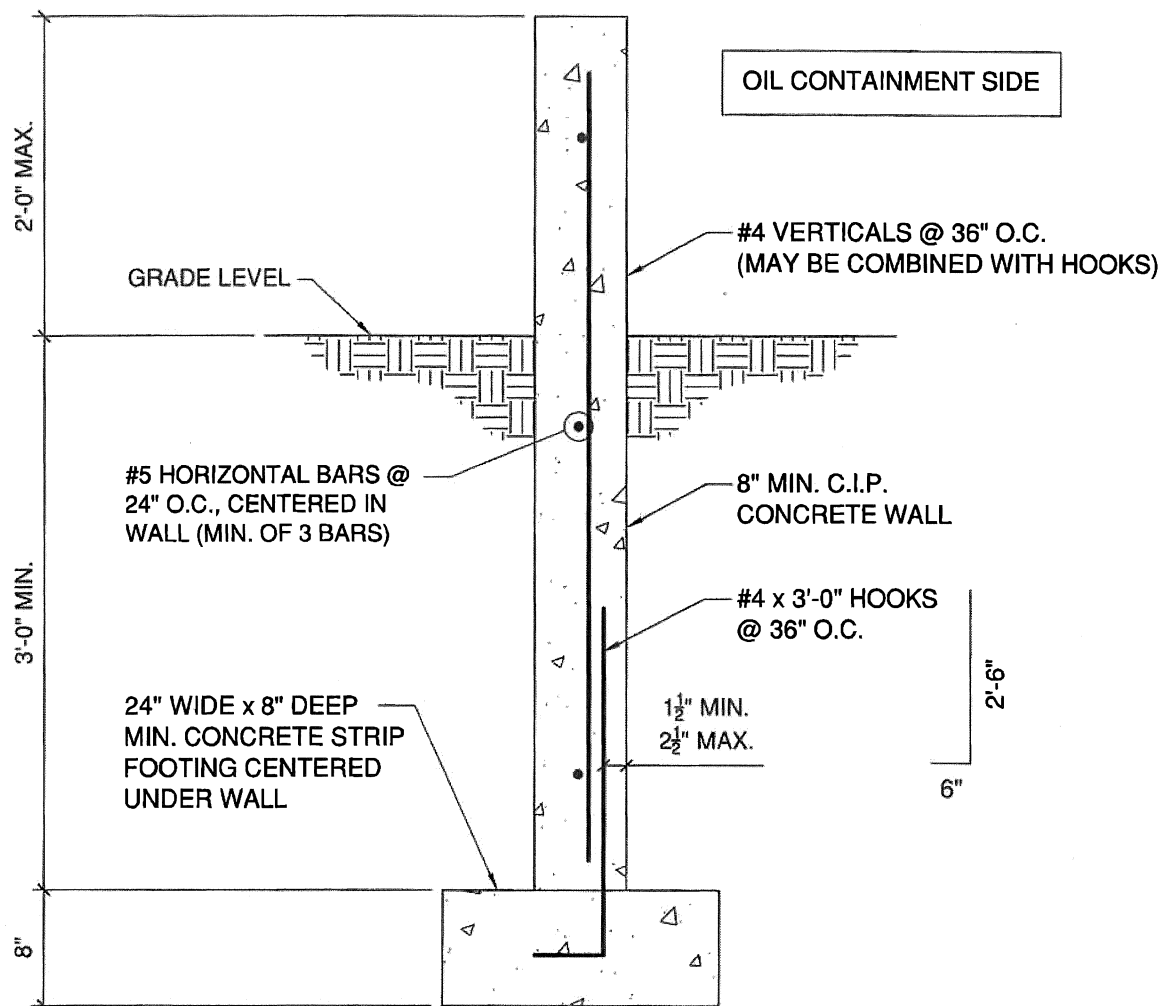
2007 MINNESOTA STATE BUILDING CODE  
w/ AMENDED 2006 IBC

Rev	Date	GENERAL NOTES
		OIL CONTAINMENT WALL
		LUBRICATION TECHNOLOGIES
		ROSEVILLE, MN
		PROJECT
		STOCKNESS CONSTRUCTION
		13427 FENWAY BLVD CIRCLE N
		HUGO, MN 55038
		CLIENT
Designed By:		
Trevor Axner		

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.	
Date:	9-30-09 License Number: 45470
Signed:	
Print Name:	Trevor Axner
Project Number:	09.02313
Drawing Date:	September 30, 2009
Sheet:	1 of 2


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1 WALL SECTION  
S2 OIL CONTAINMENT WALL

Rev	Date	WALL SECTION
		OIL CONTAINMENT WALL
		LUBRICATION TECHNOLOGIES
		ROSEVILLE, MN
		PROJECT
		STOCKNESS CONSTRUCTION
		13427 FENWAY BLVD CIRCLE N
		HUGO, MN 55038
		CLIENT
		Designed By: Trevor Axner

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Date: 9-30-09 License Number: 45470

Signed: *T. Axner*

Print Name: Trevor Axner

Project Number: 09.02313

Drawing Date: September 30, 2009

Sheet: 2 of 2

S2



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